

Panama Canal Regulations

§ 111.18

U.S. Army or U.S. Navy local tug, with or without a tow.

[48 FR 52704, Nov. 22, 1983, as amended at 55 FR 11909, Mar. 30, 1990]

§ 111.14 Head-on situation (Rule 14).

(a) When two power-driven vessels are meeting on reciprocal or nearly reciprocal courses so as to involve risk of collision each shall alter her course to starboard so that each shall pass on the port side of the other.

(b) Such a situation shall be deemed to exist when a vessel sees the other ahead or nearly ahead and by night she could see the masthead lights of the other in a line or nearly in a line or both sidelights and by day she observes the corresponding aspect of the other vessel.

(c) When a vessel is in any doubt as to whether such a situation exists she shall assume that it does exist and act accordingly.

(d) In the Canal channel every power-driven vessel encountering another vessel while proceeding along the line of the channel, shall keep to that side of the fairway or mid-channel which lies on its starboard side. When two such vessels so proceeding are bound in opposite directions, they shall, when it is safe and practicable, be governed by paragraph (a) of this section even when, by reason of an intervening bend in the channel, their headings are not substantially opposite when they first sight each other; and neither of them shall alter course to port across the course of the other. Tugs and motorboats shall, whenever practicable, keep well over to that side of the Canal which is to their starboard when large vessels are passing.

§ 111.15 Crossing situation (Rule 15).

When two power-driven vessels are crossing so as to involve risk of collision, the vessel which has the other on her own starboard side shall keep out of the way and shall, if the circumstances of the case admit, avoid crossing ahead of the other vessel.

§ 111.16 Action by give-way vessel (Rule 16).

Every vessel which is directed to keep out of the way of another vessel

shall, so far as possible, take early and substantial action to keep well clear.

§ 111.17 Action by stand-on vessel (Rule 17).

(a)(1) Where one of two vessels is to keep out of the way the other shall keep her course and speed.

(2) The latter vessel may however take action to avoid collision by her maneuver alone, as soon as it becomes apparent to her that the vessel required to keep out of the way is not taking appropriate action in compliance with this part.

(b) When, from any cause, the vessel required to keep her course and speed finds herself so close that collision cannot be avoided by the action of the give-way vessel alone, she shall take such action as will best aid to avoid collision.

(c) A power-driven vessel which takes action in a crossing situation in accordance with paragraph (a)(2) of this section to avoid collision with another power-driven vessel shall, if the circumstances of the case admit, not alter course to port for a vessel on her own port side.

(d) This section does not relieve the give-way vessel of her obligation to keep out of the way.

§ 111.18 Responsibilities between vessels (Rule 18).

Except where §§ 111.9 and 111.13 (Rules 9 and 13) otherwise require:

(a) A power-driven vessel underway shall keep out of the way of:

(1) A vessel not under command;

(2) A vessel restricted in her ability to maneuver.

(b) A sailing vessel underway shall keep out of the way of:

(1) A vessel not under command;

(2) A vessel restricted in her ability to maneuver;

(3) A power driven vessel, except a motorboat.

(c) A seaplane on the water shall, in general, keep well clear of all vessels and avoid impeding their navigation. In circumstances, however, where risk of collision exists, she shall comply with the §§ 111.4 through 111.18 of this subpart.

(d) Panama Canal floating equipment at work in a stationary position shall